



Prepared by the Army Map Service (AMTS), Corps of Engineers, U.S. Army, Washington, D.C. Compiled in 1955 by photogrammetric methods and from United States quadrangles 1:62,500, 1:48,000, and Parish Highway Maps, 1954. Planimetric detail revised by photogrammetric methods. Horizontal and vertical control by USGS, USCGS, USACE, USGS and Louisiana Geodetic Survey. Map field checked 1955. Limited revision by U.S. Geological Survey 1966.

100,000-foot grids based on Louisiana coordinate system, north zone, 10,000-meter Universal Transverse Mercator grid ticks, zone 15, shown in blue

LEGEND

ROAD DATA 1955, PARTIALLY REVISED 1966

Figures in red circles approximate distances in miles between stars

POPULATED PLACES:

- Over 500,000
- 100,000 to 500,000
- 25,000 to 100,000
- 5,000 to 25,000
- 1,000 to 5,000
- Less than 1,000

RAILROADS:

- Standard gauge
- Narrow gauge
- Interurban
- State
- Parish
- Park or reservation

LANDS & LAKES:

- Hard surface, heavy duty
- Two lanes wide: Federal route marker
- Hard surface, medium duty
- More than two lanes wide
- Improved light duty
- Dirt
- Sun Valley

BOUNDARIES:

- Landplane airport
- Landing area
- Navigable stream
- Marsh or swamp
- Intermittent or dry stream
- Woods-brushwood
- Power line

Other:

- Landmarks: School; Church; Other
- Horizontal control point
- Spot elevation in feet

Approximate road alignment

Scale 1:250,000

0 5 10 15 20 25 30 Kilometers

0 5 10 15 20 25 30 Nautical Miles

CONTOUR INTERVAL 50 FEET
WITH SUPPLEMENTARY CONTOURS AT 25 FOOT INTERVALS

TRANSVERSE MERCATOR PROJECTION

1965 MAGNETIC DECLINATION FROM TRUE NORTH FOR THIS SHEET VARIES FROM 7° (120 MILS) EASTERLY FOR THE CENTER OF THE WEST-EDGE TO 6° (120 MILS) EASTERLY FOR THE CENTER OF THE EAST EDGE.

FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR WASHINGTON, D.C. 20242

LOCATION DIAGRAM

98° 30' 00" W 98° 00' 00" W 97° 30' 00" W 97° 00' 00" W 96° 30' 00" W 96° 00' 00" W 95° 30' 00" W 95° 00' 00" W 94° 30' 00" W 94° 00' 00" W 93° 30' 00" W 93° 00' 00" W 92° 30' 00" W 92° 00' 00" W 91° 30' 00" W 91° 00' 00" W 90° 30' 00" W 90° 00' 00" W 89° 30' 00" W 89° 00' 00" W 88° 30' 00" W 88° 00' 00" W 87° 30' 00" W 87° 00' 00" W 86° 30' 00" W 86° 00' 00" W 85° 30' 00" W 85° 00' 00" W 84° 30' 00" W 84° 00' 00" W 83° 30' 00" W 83° 00' 00" W 82° 30' 00" W 82° 00' 00" W 81° 30' 00" W 81° 00' 00" W 80° 30' 00" W 80° 00' 00" W 79° 30' 00" W 79° 00' 00" W 78° 30' 00" W 78° 00' 00" W 77° 30' 00" W 77° 00' 00" W 76° 30' 00" W 76° 00' 00" W 75° 30' 00" W 75° 00' 00" W 74° 30' 00" W 74° 00' 00" W 73° 30' 00" W 73° 00' 00" W 72° 30' 00" W 72° 00' 00" W 71° 30' 00" W 71° 00' 00" W 70° 30' 00" W 70° 00' 00" W 69° 30' 00" W 69° 00' 00" W 68° 30' 00" W 68° 00' 00" W 67° 30' 00" W 67° 00' 00" W 66° 30' 00" W 66° 00' 00" W 65° 30' 00" W 65° 00' 00" W 64° 30' 00" W 64° 00' 00" W 63° 30' 00" W 63° 00' 00" W 62° 30' 00" W 62° 00' 00" W 61° 30' 00" W 61° 00' 00" W 60° 30' 00" W 60° 00' 00" W 59° 30' 00" W 59° 00' 00" W 58° 30' 00" W 58° 00' 00" W 57° 30' 00" W 57° 00' 00" W 56° 30' 00" W 56° 00' 00" W 55° 30' 00" W 55° 00' 00" W 54° 30' 00" W 54° 00' 00" W 53° 30' 00" W 53° 00' 00" W 52° 30' 00" W 52° 00' 00" W 51° 30' 00" W 51° 00' 00" W 50° 30' 00" W 50° 00' 00" W 49° 30' 00" W 49° 00' 00" W 48° 30' 00" W 48° 00' 00" W 47° 30' 00" W 47° 00' 00" W 46° 30' 00" W 46° 00' 00" W 45° 30' 00" W 45° 00' 00" W 44° 30' 00" W 44° 00' 00" W 43° 30' 00" W 43° 00' 00" W 42° 30' 00" W 42° 00' 00" W 41° 30' 00" W 41° 00' 00" W 40° 30' 00" W 40° 00' 00" W 39° 30' 00" W 39° 00' 00" W 38° 30' 00" W 38° 00' 00" W 37° 30' 00" W 37° 00' 00" W 36° 30' 00" W 36° 00' 00" W 35° 30' 00" W 35° 00' 00" W 34° 30' 00" W 34° 00' 00" W 33° 30' 00" W 33° 00' 00" W 32° 30' 00" W 32° 00' 00" W 31° 30' 00" W 31° 00' 00" W 30° 30' 00" W 30° 00' 00" W 29° 30' 00" W 29° 00' 00" W 28° 30' 00" W 28° 00' 00" W 27° 30' 00" W 27° 00' 00" W 26° 30' 00" W 26° 00' 00" W 25° 30' 00" W 25° 00' 00" W 24° 30' 00" W 24° 00' 00" W 23° 30' 00" W 23° 00' 00" W 22° 30' 00" W 22° 00' 00" W 21° 30' 00" W 21° 00' 00" W 20° 30' 00" W 20° 00' 00" W 19° 30' 00" W 19° 00' 00" W 18° 30' 00" W 18° 00' 00" W 17° 30' 00" W 17° 00' 00" W 16° 30' 00" W 16° 00' 00" W 15° 30' 00" W 15° 00' 00" W 14° 30' 00" W 14° 00' 00" W 13° 30' 00" W 13° 00' 00" W 12° 30' 00" W 12° 00' 00" W 11° 30' 00" W 11° 00' 00" W 10° 30' 00" W 10° 00' 00" W 9° 30' 00" W 9° 00' 00" W 8° 30' 00" W 8° 00' 00" W 7° 30' 00" W 7° 00' 00" W 6° 30' 00" W 6° 00' 00" W 5° 30' 00" W 5° 00' 00" W 4° 30' 00" W 4° 00' 00" W 3° 30' 00" W 3° 00' 00" W 2° 30' 00" W 2° 00' 00" W 1° 30' 00" W 1° 00' 00" W 0° 30' 00" W 0° 00' 00" W

RELIABILITY DIAGRAM

Good Photographic

U.S.G.S. PHOTOGRAPHIC DIVISION

SECTIONIZED TOWNSHIP

6	5	4	3	2	1
7	8	9	10	11	12
13	14	15	16	17	18
19	20	21	22	23	24
25	26	27	28	29	30
31	32	33	34	35	36

SHREVEPORT, LOUISIANA

1955

LIMITED REVISION 1966